

# EUROPE.

## Arrival of the Hibernian with Five Days Later News.

## Strictures on Queen Victoria's Continued Retirement.

## A New Atlantic Cable Contracted For.

## The Old One Given Up by the Insurance Companies.

## MINISTERIAL CRISIS IN PORTUGAL.

FIVE TWENTIES 68 1-2 & 69.

**FATHER POINT, Sept. 10, 1865.**  
The steamship Hibernian, from Liverpool August 31, via London, arrived here at six o'clock this morning, en route for Quebec. Her date is five days later than those brought by the Scotia.

General Sir George Brown, of Crimée, France, and Judge Hurlbut ("Sam Slick"), the author, are dead. Queen Victoria inaugurated the Prince Albert statue at Oberg on the 26th ult.

The cholera appears to be receding to parts from whence it came.

The official Board of Trade inquiry into the burning of the steamer Glasgow has taken place at Liverpool. The result had not transpired.

It was stated that a French frigate had taken possession, in the name of the French government, of a valuable island in the Pacific, in about latitude 8 1/2 North, and longitude 154 50 West from Paris.

The West India mail steamer Seine had arrived at Southampton. Among her passengers was Mr. Benjamin, ex-Secretary of State. The Seine took fire when about fifty miles out from St. Thomas, and put back with all speed. After considerable difficulty the fire was subdued and the ship proceeded on her course. She had nearly \$1,700,000 in specie.

The London Times, in an editorial on Queen Victoria's inauguration of Prince Albert's statue at Oberg, again argues that the Queen should emerge from seclusion and perform the duties expected of her. The London Star assures the Times for its pompous lecture to the Queen, and describes it as a reminder that court tradesmen are craving orders, and that the Queen's first duty is to the impatient fashions of Bohemia.

The weather was favorable to harvest prospects. Though still unsettled not sufficiently so to interfere with securing the crops.

The ravages of the cattle disease continued a fruitful theme of speculation.

The French fleet, consisting of nine first class iron-clads and four others, was being fitted at Portsmouth. The entertainments were going off very satisfactorily.

Hospitals or sanitariums are to be established in London for diseased cattle.

The steamship City of Boston and Kangaroo, from New York, arrived out on the 26th.

The steamship Germania, from New York, arrived out on the 26th.

The steamship Virginia, from New York, arrived out on the 31st.

The steamship Cuba, from New York, arrived out on the 1st inst.

The steamship Himalaya passed Father Point at ten o'clock this morning.

**The Transatlantic Cable.**  
The Atlantic Telegraph Company having issued a formal notice that they will not attempt to recover the cable this year, the underwriters consider this equivalent to a total loss, and have settled insurances on the cable.

The Atlantic Telegraph Company have ordered the manufacture of a new cable.

**Rebel Atrocities to Union Prisoners.**  
The Times publishes a letter from its late Richmond correspondent, containing a list of rebel atrocities against Confederates of cruelty to the federal prisoners.

**France.**  
The Bourne was quiet and at 65¢ 8/2.

The *Moniteur* points out the unfavorable reception of the Gastein Convention in Germany, and remarks that the convention is at variance with the principles of the nation of the duchies proclaimed by Austria and Prussia, but that, as the arrangement is provisional, it is necessary to wait before forming a definite judgment.

**Italy.**  
Signor Tanzi, the Minister of the Interior, had resigned. It is stated that Signor Nitti, Minister of Public Instruction, will assume the Ministry of the Interior.

Some disturbances occurred at Brescia on the 29th in consequence of the collection of a new property tax.

**Portugal.**  
There was a ministerial crisis at Lisbon. The ministers were defeated in the Cortes, whereupon the Marquis de Baependi and the Cabinet tendered their resignations, which the King accepted, and then nominated the Duke of Salinas to form a new ministry.

For American and 1/4 d. for other descriptions. The sales of the week have been 100,000 bales, of which 50,000 bales have been taken in 15,000 bales, 20,000 bales. The following are the authorized quotations—Middle Orleans, 15 1/2 d. Mobiles and Texas, 15 1/2 d. The sales to date (Friday) have been 10,000 bales, and the market is quiet and steady. The market is quiet and steady. The market is quiet and steady.

**LIVERPOOL, ENGLAND, SEPTEMBER 11, 1865.**  
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# THE RAILWAY PRICES.

## Banquet at Meadow, Pa., in Honor of the European Capitalists.

## Prominent Railroad Men of the Two Continents Around the Board.

## Celebration of the Completion of the Atlantic and Great Western Line.

## FEASTING, MUSIC, WIT AND ORATORY.

Speeches by Sir Morton Peto and Messrs. Reynolds, Cosham, Sillo and Others.

## Moneyed Interests to Preserve Peace Between America and England.

MEADOW, PA., Sept. 10, 1865.

The dining room of the McHenry House had been tastefully arranged for the grand banquet which was tendered Sir Morton Peto and his friends last evening. The apartment was decorated with evergreens and flowers, while the entrance was arched with a graceful grouping of the English, Spanish and American colors, surrounding a large portrait of Mr. McHenry. The party sat down at nine o'clock to a substantial dinner, the discussion of which received additional attention from the sharpened appetites of the guests after their journey through the regions of Petrolia. A band of music occupied the ante-room to the dining apartment, and interspersed the ceremonies with music.

The address following the dinner was frequently and loudly applauded, demonstrating the harmony and bon homie which characterized the gathering.

**THE DINNER.**  
The chair was occupied by Mr. L. Hommedieu, the President of the Atlantic and Great Western Railway, upon whose right was seated the distinguished guest of the occasion, Sir Morton Peto.

**THE WELCOMING SPEECH.**  
Mr. REYNOLDS, the former President of the road, rose and welcomed the party in a pertinent address. They were there, he said, to testify as to what was thought of the great enterprise which had been accomplished through the instrumentality of their guests then present.

It was a matter of the greatest gratification to welcome the speaker, and to be able to do so in a room which they had given—moral because of the trust and confidence which they had manifested in American affairs; and which they had now established and recognized as a fact among the wealthy and enlightened on both sides of the Atlantic there was a community of interest.

He congratulated them on the prospects of their investment in this country; and it was further cause of congratulation that they were here to witness the completion of the great enterprise which had been accomplished through the instrumentality of their guests then present.

What had been guaranteed to them had been fulfilled. The present enterprise was peculiarly one of European aid and country aid, and it was for them the vast means which had enabled it to be carried to a successful completion. He had no doubt they would, moreover, go back impressed with the vastness of the resources and the energy which had been expended in the operation of the road. In conclusion, he would give the health of Sir Morton Peto, to whom, as much as to any single man, was due the success of the great enterprise.

Sir Morton was the same, it was to be remembered, who resigned his position in the Atlantic and Great Western Railway, and who, in the supply of the army in the Crimea at a time when the proper subsistence of the troops was so necessary, and this without a cent of remuneration. He then spoke of the great enterprise which had been accomplished through the instrumentality of their guests then present.

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extent of your territory, and such its rapid development, and such, I believe, the self-reliant attitude of your people, that no difficulty will arise in your meeting the annual charges. Our own progress as a nation was shown to be so great in a recent speech by Mr. Gladstone, the showing of the people themselves in their income tax and property returns, the increase in ten years has exceeded the total value of our entire national debt. Let me adopt familiar explanation—Suppose each American spent on his dinner one shilling a day in great case. He would then have as much as the national debt you have incurred. (Laughter.) Look at the railway, whose construction we are celebrating. Why, it has cost one sixtieth of your entire national debt, and yet it has been subscribed mainly by foreign capitalists during the period of your struggle, and the receipts show it to be a highly remunerative investment. Again, let me refer to another fact: We pay in London on cab hire and omnibus hire yearly, in that city, as much as the income and property tax of our entire kingdom; and when I look to the enormous development and rapid increase of the population and wealth of your country—when I look, for instance, at the fact that a single shilling will buy you a first-class ticket on the Atlantic and Great Western Railway, began only four months since, within a month of its completion—say, sir, when I see such facts as these, there is nothing in your debt which will create anxiety or make you feel you have incurred responsibility which you cannot honorably meet. It is a debt which will be paid by the people, and all the blood shed and its lamentable consequences, there is nothing for you to deplore. It is a debt which you have only but your taxation equitably, fairly and in such a transparently honest way that every class may see that none are exempted and none are unfairly treated. Be true to yourselves, and the world will not be slow to appreciate your position and do you full justice. (Loud and prolonged cheering.)

**REMARKS OF MR. HANDEL COSHAM.**  
Mr. COSHAM, in responding to the compliment to his name, deprecated the flattering praises which Mr. Reynolds had bestowed upon him and his conduct as regards the Atlantic and Great Western Railway. No praise was due to him. It was a question in which all were interested, and he was not interested with the rest of the world in the belief that the railway was a success. He was not interested in the belief that the railway was a success. He was not interested in the belief that the railway was a success.

There was no time when the meetings of Englishmen were not in favor of the Union and the government of the United States. He was not interested in the belief that the railway was a success. He was not interested in the belief that the railway was a success. He was not interested in the belief that the railway was a success.

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nearby millions. He hoped his association with Mr. Kinnaird would ever continue, and he would be happy if the results of their labors would be as felicitous in the future as in the past. In conclusion he proposed the health of Mr. Kinnaird, who returned thanks briefly but aptly in acknowledgment.

The next toast was "New York, Pennsylvania, Ohio, Indiana and Illinois." In response, presented statistics showing the valuable nature of an investment of a railway through Ohio.

Responses also were made by Mr. Thompson, of Canada, and Mr. Larned, of the Ohio and Mississippi Railroad. The announcement of the arrival of the train on which the excursionists had left New York was now made and received with applause.

Major General ROBERT E. SCHENCK was next toasted, and complimentary allusion made to his diplomatic railroad and military career, to which he appropriately responded.

The toast "Our host and hostess" was responded to by Mr. Wagon. The ladies found a fitting and gallant champion in Mr. Dixon.

**REMARKS OF CAPTAIN JENNINGS.**  
The health of Captain Jennings, of the royal mail steamship Scotia, being toasted, he returned his thanks. An Atlantic line of railway found an appropriate adjunct in an Atlantic line of steamers. It was a significant fact that the Scotia was broken up for the establishment of this line on the fourth day of July, and no doubt its success was owing to commencing on so auspicious an occasion.

Miscellaneous toasts to various personages and on various subjects succeeded until the adjournment of the party at an early hour this morning.

**NEWS FROM FORTRESS MONROE.**  
The sequel of the mysterious Box-Cox—No Murder Committed—Virginia Candidates for Congress—General Torbert's Movements—Joe Johnston Passes Through Fortress Monroe, &c.

**OUR FORTRESS MONROE CORRESPONDENCE.**  
FORTRESS MONROE, Sept. 6, 1865.

**CONGRESSIONAL NOMINATION.**  
At a meeting in Norfolk last evening L. H. Chandler, Esq., was nominated for Congress from the Second Congressional district. There is a strong anxiety on the part of several to represent this district in the next Congress, there being thus far four candidates in the field.

Chandler is a lawyer of acknowledged ability. He is in Norfolk most of the time during the war, and will be remembered as having been elected to Congress during the war, but not allowed to take his seat.

**GENERAL TORBERT.**  
The new field of command assigned to General Torbert is to be designated the Southeastern District of Virginia. In doing away with the name of sub-district, power and independence, though not the extent of the command, have been enlarged. General Torbert has delayed his departure from a week beyond his expected time. He now anticipates leaving on Monday, and will be absent thirty days, during which time General Warren will command the district.

General Joe Johnston passed through this place today.

**The Press Despatch.**  
FORTRESS MONROE, Sept. 6, 1865.